Volume Six

Number Seven

URBAN LAND

NEWS AND TRENDS . . . IN CITY DEVELOPMENT

PUBLISHED BY URBAN LAND INSTITUTE

July - August, 1947

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AUG 27 1947

ECONOMICS IN COMMUNITY DESIGN

Urban Land has received numerous favorable comments on an article in the January issue, "Does Modern Subdivision Design Pay?", with the request that additional material of this type be published. The present article is devoted to an analysis of a community project, planned during the early defense period upon which three comparable plans were made and their development costs compared. In addition 30 features of the plans were analyzed.

The plans, numbered "A", "B" and "C" are shown on page 4, with comparative cost data on page 5. Plan "A" is a modification of the one from which the cost estimates were obtained but differs only in minor respects. Boundaries of the site are identical in each case. Areas shown in light stipple define that portion of the site to be developed for residential use. Hatched areas indicate the area allocated for a local shopping center, maintenance building and yard. Areas shown with foliage indication were reserved for park, playground, woodland and waterfront uses for the benefit of the community, as well as water supply, and sewage treatment plant to be located in the southern portion of the tract which was heavily wooded. A school and community building is provided in all plans.

All plans called for 650 dwelling units on approximately 160 acres. All units were planned as single family dwellings, although Plans "A" and "C" called for approximately one-third of the units to be semi-detached while Plan "B" provided for detached dwellings only.

Plan "A" follows the super-block, "Radburn" or cul-de-sac scheme. Plan "B" is a conventional layout which utilizes curved streets and long blocks, while Plan "C" follows a loop street pattern throughout.

Original cost estimates were confined to paving and utilities. Subsequent study revealed that Scheme "A" entailed additional costs in grading and utility excavation over both "B" and "C". Several features inherent in the plans should be pointed out.

Plan "A" depends on interior sidewalks between culs-de-sac and through the park areas for pedestrian circulation, whereas "B" and "C" use the conventional street sidewalk. Plan "A" also calls for a bicycle path and underpass estimated to cost $21,140.00. Comparison of various costs shows that substantial savings are made in both plans "B" and "C" over "A" for sewers, a slight loss for water mains, and a somewhat lower saving in paving if the bicycle path is eliminated. Savings amount to about a fifth of the total paving cost if the bicycle path is included. The total saving of $11,060 in Plan "B" and $25,015 in Plan "C" with the bicycle facility omitted or $32,200, and $46,155 if included, represents between 2 to 10 percent of the total cost estimate. It should be noted, however, that the bicycle path was to be used as part of the pedestrian circulation and was necessary for this purpose to the extent of about one-half of its estimated cost.

Of equal interest is the consultants' analysis of the various features of the plans relating to access and circulation. For this reason it is reproduced here in full as many of the considerations are pointed up which are often lost sight of by the advocates of the super block and cul-de-sac. The comparison is confined to Plans "A" and "C" which are perhaps more nearly comparable than is Plan "B".

Consideration of the More Essential Features of Plan "A" and Plan "C"

Each Plan is rated independently for all the items, 1-30 inclusive, "A" being adequate, "B" passable, and "C" undesirable. In some instances comments are inserted, after an item rating, to indicate further comparison between the two Plans.

	Plan A Rating	Plan C Rating
1. Adaptability to Specific Topography	A	A
VEHICULAR AND PEDESTRIAN CIRCULATION (Items 2-15, inclusive)		
2. Outside—between Project and Factory	A	A
3. Outside—between Project and nearest outside shopping center	A	A
4. Outside—between Project and Regional High School No information available as to site of Regional High School.	—	—
5. Inside—between dwellings and road to factory (Vehicular) The main exit from Scheme A is slightly further from the factory than in Scheme C, but this difference is theoretical only. The interior arrangement of the roads in Scheme A, however, operates to add a perceptible distance of travel on the average over Scheme C in going from the dwelling to the main highway.	B	A
6. Inside—between dwellings and road to factory (Pedestrian) It is not likely that pedestrian traffic between the dwelling and the factory will be important. Whatever arrangement can be made on one plan for pedestrian or for bicycle traffic between dwelling and factory can equally well be made on the other plan.	A	A

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Plan-itorial . . .

New Federal Redevelopment Bill

One of the principal objections to the Taft-Ellender-Wagner housing bill has been its omnibus character which, among other things, puts the administration of any federal urban redevelopment program under the thumb of the Housing Administrator. As pointed out repeatedly by the Institute, this is not only entirely inconsistent with the basic concept of true urban redevelopment, but would inevitably nullify the prospects of any broad program if left to a single purpose agency to administer.

There is strong sentiment to break up the Taft bill into separate legislation and, with respect to the redevolpment section, this cannot be urged too strongly.

A step in this direction was taken when an interesting if somewhat late bill for federal aid to localities undertaking urban redevelopment was introduced as H. R. 4012 by Representative Dirksen. Briefly the bill authorizes the Federal Works Agency to make grants and loans upon authorized application by states, counties, municipalities or other public bodies for clearance of slum and blighted areas in order for them to acquire title and clear "for redevelopment insofar as possible for private taxpaying ownership according to the highest and best use of the land whether for commercial or industrial uses, housing, . . . parks, playgrounds or appropriate public uses as determined by a redevelopment plan for the area . . . " approved by the local governing body.

The Federal Works Agency may grant the applicant a sum not in excess of one-half of the difference between the estimated acquisition and clearance cost and the estimated new use value. However, the Federal Works Agency may lend an amount equal to the estimated value of the land when cleared, such loans to be secured by the lands acquired, or by contract. Dispossessed families not able to obtain other suitable housing within their income must be accommodated in existing federally subsidized housing or given rental assistance for a reasonable period by the applicant.

Federal financing is to be provided through the sales of federal public and war housing projects built under past congressional authorizations. One-half of these funds would revert to the Treasury and the other half would be used for the redevelopment grants and loans.

The Institute would like to see urban redevelopment financed and administered at the local level in the manner in which Indianapolis, Detroit and Chicago are now proceeding. However, if there is to be federal legislation, this bill presents a preferable method to that of the T-E-W omnibus housing bill where it obviously does not belong.

Although Congress adjourned without acting on it, reintroduction at the next session may be expected.

Downtown Parking in Washington, D. C.

One of the best reports on the approach to the downtown parking problem which has come to our attention was recently released by the Motor Vehicle Parking Agency of Washington, D. C., of which P. Y. K. Howat is Chairman and C. T. McGavin is Director. Many reports reviewed have blithely ignored the basic factors which make our downtown areas tick and have concentrated completely on the traffic volume, origin, destination, peak hour traffic, and the like. It is refreshing, therefore, to find such statements as these in a parking report which parallel closely the findings and conclusions of the Institute's Central Business District Council.

"One may hear the statement made that the 'city of the future' (Washington or another) is destined to have a very low density of housing throughout; that the pattern of the entire city should therefore be recast so as to make it a gigantic suburb with small commercial islands; and that therefore a systematic decentralization of the central business district would be a good thing. What is overlooked is that 'systematic decentralization' would be utterly impossible under a democratic and capitalistic form of government. It might be done, at least theoretically, under socialism or some similar regime where the State would meet the enormous expense of a planned movement of all existing commercial establishments to predetermined points. In no other way could it be achieved. What will happen, if the downtown business district ceases to make profits, is not an orderly decentralization but an unsystematic decay; and it is certain that the total commercial service given to Washingtonians would be gravely diminished, in addition to the financial losses to private capital and to the city."

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URBAN LAND

Volume 6, No. 7 July-August, 1947

OFFICIAL PUBLICATION OF THE URBAN LAND INSTITUTE
1737 K St., N. W., Washington 6, D. C.
SEWARD H. MOTT, Editor
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MUMFORD HEADS CHICAGO HOUSING PROGRAM

Urban Land readers will be interested to know that Milton C. Mumford of Marshall Field & Co. and an active member of the Central Business District Council, has been appointed city housing co-ordinator for Chicago by Mayor Kennelly. This is a natural result of the outstanding part he has played in civic affairs of the city through Marshall Field & Co. and the various local organizations with which he is identified including the Chicago Association of Commerce and Industry, State Street Council and Metropolitan Housing Council.

First job as co-ordinator will be to assist in selecting the Land Clearance Commission which will play a major role in the city's urban redevelopment program. On loan from Marshall Field at no salary from the city, he will spark-plug the housing program until March 1 of next year when a permanent co-ordinator will be selected.

BUSINESSMEN'S CONFERENCE ON URBAN PROBLEMS

With this issue of Urban Land you will find the program for a Conference on Urban Problems, called by the U. S. Chamber of Commerce in Washington, D. C., September 11 and 12. On behalf of the Chamber, Urban Land Institute cordially invites you to attend, not only because it is one of the sponsors, but because of the timely discussion panels which have been arranged. Taking part in the panels will be U.L.I. leaders including Newton Farr, Foster Winter, E. W. Bedford, Paul L. McCord, and Seward H. Mott. Please notify the Construction and Development Department of the Chamber of your intention to attend.

CONSIDERATION OF THE MORE ESSENTIAL FEATURES OF PLAN "A" AND PLAN "C"

(*Continued from Page 1*)

	Plan A Rating	Plan C Rating
7. Inside—between dwellings and school	B	A
If plan A and Plan C are compared as they stand, without future paths, then on the average, it is more convenient for scholars to get from home to school on Plan C. If a complete provision of paths is made on Plan A, then this plan becomes more convenient in this respect, but for this convenience, there should be added a corresponding addition to the estimated cost of construction.		
8. Inside—between dwellings and Project Shopping Center (Vehicular)	B	A
9. Inside—between dwellings and Project Shopping Center (Pedestrian)	A	B
It is to be noted that the location of the Project Shopping Center in the two schemes is very different; in Scheme A, it is more or less in the center of the project itself; in Scheme C, it is at the exit of the project on the basis that most of the shopping will be done from automobiles and these automobiles will, inevitably, pass the shopping center twice a day in going and coming to work. This arrangement, although in our opinion on the whole preferable for the automobile traffic, is less desirable for such shopping as is done by pedestrians.		
10. Inside—between dwellings and active recreation (Vehicular)	B	A
11. Inside—between dwellings and active recreation (Pedestrian)	A	A
In either scheme, pedestrians may readily pass, at selected points between the houses, from the residential areas into the recreational areas. A full set of paths could be constructed within the recreation area in both cases and with equal addition to the general accessibility of the recreation areas; therefore, the schemes are rated the same, comparatively as to this item, both without the future paths and with the future paths.		
12. Inside—between dwellings and passive recreation (Vehicular)	B	A
For the reason set forth later under Item 28, Plan C which gives direct vehicular access to this area, is better in this respect than Plan A.		
13. Inside—between dwellings and passive recreation (Pedestrian)	A	B
On Scheme A, there is a greater frontage of the housing area directly abutting upon the recreation area; therefore, we rate Scheme A somewhat higher as to pedestrian access to this area.		
14. Inside—Access to dwellings for fire protection, deliveries, service and collections of garbage and rubbish	C	A
Scheme C provides a very much shorter average distance between the dwelling and a road. It provides, also, continuous circulation so that deliveries of goods and collection of garbage and rubbish can be made from house to house with much greater convenience. Again, on Scheme C, it is possible in every case for fire apparatus to come to any given point from both sides, which would not be the case with any cul-de-sac,—a point which fire protection experts insist upon very strongly. In Plan A, moreover, some of the culs-de-sac are so long that a fire at the further end could not be properly handled by a hose coming in all the way from the street entrance. Therefore, it is common practice in culs-de-sac, particularly with narrow pavements, to limit them to a depth not greater than 300 or 400 feet from their intersection with the main street to the last house on the cul-de-sac. Congestion of automobiles in the longer culs-de-sac creates a serious problem.		
15. Pedestrian Safety (without future paths)	B	B
HOUSE SITE (Items 16-19, inclusive)		
16. Privacy	B	A
17. Provision for Garbage and Rubbish	A	A
18. Laundry Drying	A	A
19. Convenience—Distance between Road & Parking Place and House	C	A
Both plans are based on the assumption that every house may, and almost every house will, have an automobile. The average distance between the house and the nearest place at which such automobile can be parked is very much greater on Scheme A than on Scheme C. Moreover, the provisions for parking at the ends of the culs-de-sac on Scheme A would require great care in parking of cars if they were to provide sufficient space for parking and still allow a possibility for entering and leaving the parking space.		
20. Densities—Allocations of Areas to Use	A	A
A rough calculation shows that the density of houses in the area devoted to housing is 6.1 on Scheme A and 5.7 on Scheme C, a difference so slight as to be negligible in comparing the two plans. The open areas devoted, at least theoretically, to recreation are ample in both cases.		
21. General Relationship of Major Elements—School to Maintenance & Management	A	A
22. General Relationship of Major Elements—School to Shopping Center	B	A
23. General Relationship of Major Elements—School to Recreation	A	A
24. General Relationship of Major Elements—Shopping Center to Maintenance & Management	A	A
25. General Relationship of Major Elements—Shopping Center to Foreign Buyers	B	A
26. General Relationship of Major Elements—Maintenance & Management to General Layout	A	B
27. Group Amenities—Park Areas—Suitability—Ravine & Woodland	A	A
28. Group Amenities—Park Areas—Suitability—Waterfront (views)	C	A
Of the areas for passive recreation, that area commanding the view across the Potomac will give, we believe, by far the most in recreational value to the community. We feel, therefore, that it should be devoted to the use of the community at large and not turned over largely to the use of only those whose houses front upon it.		
29. Group Amenities—Park Areas—Level Areas for Active Recreation	A	A
The largest portion of the open areas are so steep or so wooded that they are not		

(*Continued on Page 6*)

DOWNTOWN PARKING IN WASHINGTON, D. C.

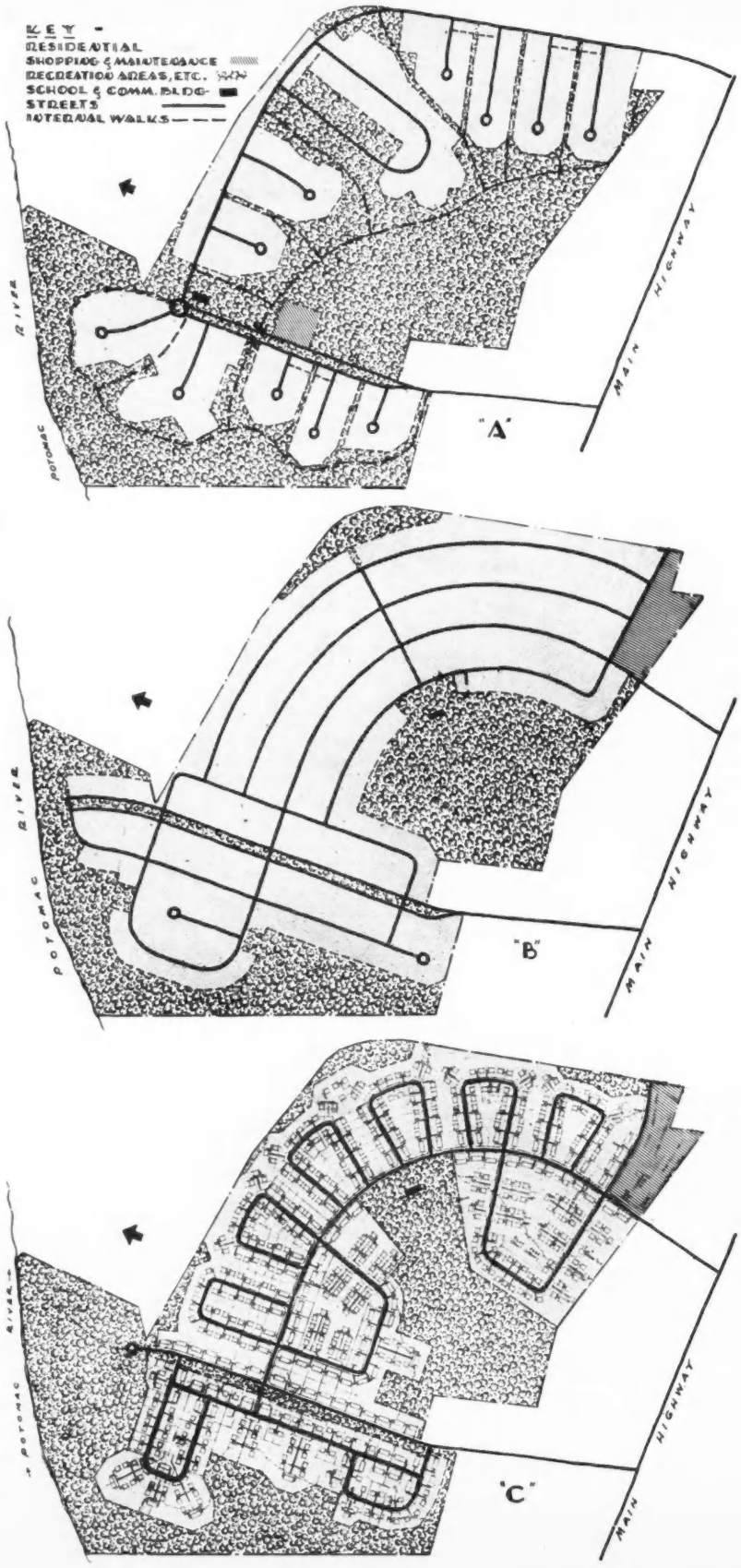
(Continued from Page 2)

Again downtown economies are emphasized in the following statement:

"Finally, should tax revenues decline due to destruction of property values in the central area, it ultimately means that municipal services must be curtailed or the tax burden shifted to the home owner. Even then the large number of Washingtonians who rent their homes could not escape, for the owner would naturally pass on the increased tax cost by corresponding rent increases. In the end it is the individual citizen who must pay the cost of congestion. He must pay through delays and inconveniences, through curtailed municipal services or higher costs of such services, and through higher costs of merchandise and services in general. These costs, spread over the entire population and coming to the individual from the different directions indicated above, all add up to an excessive toll in time and money. These will increase unless a reasonable solution to the parking problem can be found.

"There are certain advantages to centralization. It is not by mere whim nor fancy that approximately 100 cities and their metropolitan areas combined have 45 per cent of our entire population while they only occupy a little over one per cent of the total land area. The public benefit of a concentrated business district lies in the ready accessibility of competing, complementary, and supplementary businesses which makes possible lower prices and better selection of merchandise for the great masses of people living in the metropolitan area."

One could have wished for more emphasis on the question of the dangers in breaking up the continuity of retail business frontage with poorly located parking facilities. This is given recognition in part through the recommendation that off-street parking requirements under zoning "should not apply to established, densely built-up areas." Also, a greater recognition of the difficulties to be encountered through depending completely on private acquisition of land for parking facilities would, it is believed, have strengthened the report. Parking locations or parking areas must be determined not only on the basis of land available for immediate purchase, but upon the relationship of such land to highway access and, most important, to the central district itself. The report in its broader approach to the problem of parking should be of considerable value to other cities which have not yet made such studies or that have overlooked these basic considerations.—M.S.W.



COMPARATIVE COST OF UTILITIES AND PAVING

PLAN "A"

UTILITIES
WATER

Wells, Pumps, Motors, Etc.			L.S.	$19,000
Storage Tank—150,000 Gal. Elevated			L.S.	20,000
Pump House	3 ea.	@	$6.50	1,950
12" C. I. Pipe	8200 l.f.	@	$2.50	20,500
8" C. I. Pipe	1100 l.f.	@	1.65	1,815
6" C. I. Pipe	8800 l.f.	@	1.25	11,000
1½" Galv. Pipe	12000 l.f.	@	.90	10,800
¾" Galv. Pipe	17000 l.f.	@	.30	5,100
Service Traps	650	@	3.00	1,950
Fire Plugs	36	@	50.00	1,800
12" Valve	9	@	45.00	405
8" Valve	1	@	30.00	30
6" Valve	26	@	20.00	520
1½" Valve	114	@	12.00	1,368
TOTAL FOR WATER				**$96,238**

SEWERS

12" T. C. Pipe	2900 l.f.	@	$1.40	$ 2,800
10" T. C. Pipe	1700 l.f.	@	1.20	2,040
8" T. C. Pipe	2400 l.f.	@	1.00	2,400
6" T. C. Pipe	53400 l.f.	@	.85	45,390
Manholes	72 l.f.	@	50.00	3,600
Cleanouts	148 l.f.	@	35.00	5,180
8" C. I. Pipe	500 l.f.	@	1.65	825
6" C. I Pipe	2000 l.f.	@	1.25	2,500
Pump Houses (2)			L.S.	6,600
Pumping Equipment				
1400 People			L.S.	4,500
600 People			L.S.	3,200
SEWAGE DISPOSAL PLANT				
2700 People			L.S.	50,000
Storm Sewer			Allow	3,000
TOTALS FOR SEWERS				**$132,035**
ELECTRICAL				
650 Units			L.S.	$16,250
PROPANE GAS				
650 Units			L.S.	6,500
TOTAL UTILITIES				**$251,023**
Cost per unit				$ 386

PAVING
ROADS

(4" Rock Base, 2" Bituminous bound surface)

		sq. yd.			
MAIN	34'0" wide	14,580			
DUAL	20'0" wide	6,000			
Secondary	24'0" wide etc.	41,960			
Parking Areas		14,980			
TOTAL ROADS		77,520	@	$1.35	$104,652
BICYCLE LANE 10'0" wide As above		12,400	@	$1.35	16,740
WALKS Road to Shelter (4" Rock Base, 1" Bituminous bound surface, wood curbs)		94,000	@	$ .15	14,100
BICYCLE UNDERPASS				L.S.	4,400
GENERAL CONDITIONS					11,170
TOTAL COST OF PAVING					**$151,062**
Cost per unit					$ 232
TOTAL UTILITIES AND PAVING					**$402,085**

PLAN "B"

UTILITIES
WATER

Wells, Pumps, Etc.			L.S.	$19,000
Storage Tank—As "A"			L.S.	20,000
Pump Houses—As "A"				1,950
12" C. I. Pipe	2900 l.f.	@	$2.50	7,250
8" C. I. Pipe	10800 l.f.	@	1.65	17,820
6" C. I. Pipe	13900 l.f.	@	1.25	17,375
¾" Galv. Pipe	27000 l.f.	@	.30	8,100
Service Traps	650	@	3.00	1,950
Fire Plugs	45	@	50.00	2,250
12" Valve	3	@	45.00	135
8" Valve	14	@	30.00	420
6" Valve	19	@	20.00	380
TOTAL FOR WATER				**$96,630**
Total compared with "A"—Plus				392

SEWERS

12" T. C. Pipe	700 l.f.	@	$1.40	$ 980
10" T. C. Pipe	1400 l.f.	@	1.20	1,680
8" T. C. Pipe	2500 l.f.	@	1.00	2,500
6" T. C. Pipe	55600 l.f.	@	.85	47,260
Manholes	72 l.f.	@	50.00	3,600
6" C. I. Pipe	1200 l.f.	@	1.25	1,500
Pump Houses (2)			L.S.	6,600
Pumping Equipment				
420 People			L.S.	3,200
600 People			L.S.	3,200
SEWAGE DISPOSAL PLANT				
As "A"			L.S.	50,000
Storm Sewer			Allow	3,000
TOTALS FOR SEWERS				**$123,520**
Total compared with "A"—minus				8,515
ELECTRICAL				
As "A"			L.S.	$16,250
PROPANE GAS				
As "A"			L.S.	6,500
TOTAL UTILITIES				**$242,900**
Total compared with "A"—minus				8,123
Cost per unit				$ 374

PAVING
ROADS

(4" Rock Base, etc.)

		sq. yd.			
MAIN	34'0" wide	14,380			
Secondary	24'0" wide etc.	57,600			
Parking Areas		6,040			
TOTAL ROADS		78,020	@	$1.35	$105,327
WALKS (Similar to "A")		72,120	@	$ .15	10,818
WALK Connecting, 8'0" wide		9,600	@	.15	1,440
GENERAL CONDITIONS					9,400
TOTAL COST OF PAVING					**$126,985**
Total compared with "A"—minus					24,077
Cost per unit					$ 196
TOTAL UTILITIES AND PAVING					**$369,885**
Total compared with "A"—minus					$ 32,200

PLAN "C"

UTILITIES
WATER

Wells, Pumps, Etc.			L.S.	$19,000
Storage Tank—As "A"			L.S.	20,000
Pump Houses—As "A"				1,950
12" C. I. Pipe	5800 l.f.	@	$2.50	14,500
8" C. I. Pipe	6200 l.f.	@	1.65	10,230
6" C. I. Pipe	8700 l.f.	@	1.25	10,875
1½" Galv. Pipe	2600 l.f.	@	.90	2,340
1¼" Galv. Pipe	900 l.f.	@	.70	630
1" Galv. Pipe	1100 l.f.	@	.50	550
¾" Galv. Pipe	35500 l.f.	@	.30	10,650
Service Traps	650	@	3.00	1,950
Fire Plugs	45	@	50.00	2,250
12" Valve	16	@	45.00	720
8" Valve	18	@	30.00	540
6" Valve	15	@	20.00	300
1½" Valve	15	@	12.00	180
1¼" Valve	7	@	10.00	70
1" Valve	14	@	8.00	112
TOTAL FOR WATER				**$96,847**
Total compared with "A"—Plus				609

SEWERS

12" T. C. Pipe	500 l.f.	@	$1.40	$ 700
10" T. C. Pipe	1350 l.f.	@	1.20	1,620
8" T. C. Pipe	2700 l.f.	@	1.00	2,700
6" T. C. Pipe	55750 l.f.	@	.85	47,388
Manholes	90 l.f.	@	50.00	4,500
Cleanouts	10 l.f.	@	35.00	350
6" C. I. Pipe	1400 l.f.	@	1.25	1,750
Pump Houses (2)			L.S.	6,600
Pumping Equipment				
600 People			L.S.	3,200
700 People			L.S.	3,200
SEWAGE DISPOSAL PLANT				
As "A"			L.S.	50,000
Storm Sewer			Allow	3,000
TOTALS FOR SEWERS				**$125,008**
Total compared with "A"—minus				7,027
ELECTRICAL				
As "A"			L.S.	$16,250
PROPANE GAS				
As "A"			L.S.	6,500
TOTAL UTILITIES				**$244,605**
Total compared with "A"—minus				6,418
Cost per unit				$ 376

PAVING
ROADS

(4" Rock Base, etc.)

		sq. yd.			
MAIN	34'0" wide	24,070			
Secondary	24'0" wide etc.	35,900			
Parking Areas		6,040			
TOTAL ROADS		66,010	@	$1.35	$ 89,113
WALKS (Similar to "A")		93,015	@	$ .15	13,952
GENERAL CONDITIONS					8,260
TOTAL COST OF PAVING					**$111,325**
Total compared with "A"—minus					39,737
Cost per unit					$ 172
TOTAL UTILITIES AND PAVING					**$355,930**
Total compared with "A"—minus					$ 46,155

CONSIDERATION OF THE MORE ESSENTIAL FEATURES OF PLAN "A" AND PLAN "C"

(*Continued from Page 3*)

	Plan A Rating	Plan C Rating
available for active recreation such as group games. There remains, however, on Scheme C about 12 acres, and on Scheme A perhaps 8 acres which are reasonably flat and can be used for active recreation.		
30. Factor of Maintenance & Operation ..... As to ease of maintenance and operation, Scheme C is more economical as to the houses and their immediate surroundings, because of the greater ease of access from the roads. As to the maintenance of the roads themselves, Scheme C has a less area in road surface, and, therefore, would be somewhat less expensive in upkeep of roads. As to paths, while Scheme C would be greatly improved as to convenience and to some extent as to safety by the building of sidewalks on one side of the street, Scheme A requires a considerably greater length of paths before it can operate to give the community the desirable things which its general set-up is designed to provide. The upkeep of these necessary paths on Scheme A would, therefore, be greater than the upkeep of such sidewalks as are necessary on Scheme C.	B	A

In Print

The Function of Government as an Aid to Private Builders—An Address by Herman T. Stichman, Commissioner of Housing, State of New York, before the New York Metropolitan Association of Real Estate Boards, New York City.

Contains a clear-cut statement on private-public relationship as viewed by a state housing official. However, a weak point in the address is the now familiar insistence of considering planning as a function of housing. This may account for some of the mistakes already made in New York City. The speaker suggests that states set up Divisions of Housing with Bureaus of Community Planning. It would be well to consider reversing this organization getting these elements in their proper place. We suggest a Division of Community Planning with a Bureau of Housing.

Mutual Housing—A Veterans' Guide: Organizing, financing, constructing, and operating several selected types of cooperative housing associations, with special reference to Available Federal aids. December 1946. Supt. of Documents, Washington 25, D. C. 15c.

This booklet covers substantially the same field as that of the U. S. Bureau of Labor Statistics, Bulletin No. 858.

The thesis presented is that cooperative organization will save the veteran money. Tucked away on page 53, however, is the very pertinent warning that the developer and builder perform certain indispensable functions and when these functions are taken over by the cooperative group, "they must be performed efficiently and economically if any substantial savings are to be achieved." To expect to realize in one project what the qualified developer has devoted his life to learning is a big order. While mentioning the complicated nature of site selection and land purchase, the reader is given no clue to the fact that qualified advice on these vital subjects costs money.

One of the factors which the cooperative advocates fail to weigh fully is that the selection of a permanent home is a highly personalized matter which the average prospect hesitates to leave in the hands of a lay group, even though he may be a member of it.

Percentage Leases in Tomorrow's Market, by Stanley L. McMichael. Part I. National Real Estate & Building Journal, July 1947.

Present and prospective owners of commercial property should not miss this series.

Traffic and Trade, by Thomas E. Willier, in Traffic Quarterly, July 1947. Eno Foundation, Saugatuck, Conn.

A traffic engineer recognizes the problem from the standpoint of commerce and trade. This is a hopeful sign.

Privately-Owned Parking Lots, by Harry A. Rubin, in Traffic Quarterly, July 1947. Eno Foundation, Saugatuck, Conn.

A private operator states the case of the private parking facility, based upon 32 years experience in Kansas City. The author favors parking being treated as a public utility.

Subdivision Control—A Step Toward Better Communities. A Manual of Subdivision Regulations for Municipal Officials, Subdivision Developers, Builders, and Planning Boards. State of New York Department of Commerce, Bureau of Planning, Albany, New York.

A good reference for both large and small municipalities.

TRENDS IN MIGRATION

A realization of the amount of migration which has taken place within the United States recently, helps us to understand some of the dislocations which have occurred in our urban areas. During the war fifteen million civilians, over 10 per cent of the total population, (not including men in service), moved from their home counties to some other location. An additional six million followed within a year after V-J Day. Only one-quarter have since returned to their home county. The majority of these post war migrants were persons who had not moved during the war or who were moving on to new locations other than their 1940 residence.

NEW HAMPSHIRE BILL

A Group II Housing Redevelopment Law No. 210 (House Bill No. 328) has passed both branches of the New Hampshire legislature, and been signed by the Governor. The bill contains most of the objectionable features of the Group II Acts without any of the local safeguards to be found in the more recently enacted laws of this type. Housing Authorities are given the same prerogatives in redevelopment as under the Housing Authority laws. No comprehensive city or town plan is required; sale or lease for private development is permissive only; financing is limited to federal grants or loans or the issuance of Authority bonds. While approval of the project plan by the governing body is required before a project may be initiated, all other controls including the planning of the project are in the hands of the Authority. This bill cannot be recommended.

NEW MEMBERS WELCOME

Membership in the Urban Land Institute is open to any individual, company or organization. Its objective is to advance research and education for practical methods of assuring sound city growth, conservation of present business and residential areas and reconstruction of blighted areas. Services and publications of the Institute are available as follows: $10 per year, for individuals and libraries; $25 for corporations, associations and public agencies; $50 for membership in Community Builders' Council; $100, sustaining membership.